

Western Auto Store, northeast corner Raeford and Waddell Streets. Brilliant terracotta ornament with sculpted classical ornament enhances this one-story brick building, perhaps originally an automobile dealership. It is a fine example of the colorful commercial buildings of this type, which usually date from the 1920s. The well-preserved urns and other ornamentation along the top create a picturesque roof-line.

Industrial and Transportation

Selma Mill. Anderson Street at Center Street. The large late 19th century factory was built by M. C. Winston who also owned the Lizzie and Ethel Mills. Cloth was manufactured here.

Selma Railroad Depot. The one-story brick depot is typical of early 20th century railroad buildings; with its long train shed it creates one of the town's chief landmarks.

Residential

House, 312 W. Anderson Street. A fine turn-of-the-century house with a dramatic three-story octagonal tower, and a variety of roof and window forms, typical of late Victorian architecture.

Selma has an active Historic Properties Commission and efforts are presently underway to find a suitable use for the Selma Railroad Depot. The existence of such an organization would certainly tend to support the theory that historical preservation and growth need not be mutually exclusive. Continued efforts should be made in this direction.

Central Business District

Within the downtown area are several vacant buildings--the same situation existed in 1971. While no precise reasons can be given as to why these buildings are vacant, it seems reasonable to say that a sluggish economy within the past year or two has been a factor. As of late 1976, indicators point toward an increased confidence by the consumer as sales continue to grow. Perhaps this resurgence of buyer optimism can produce a business climate that could support new concerns moving into some of these empty structures.

Regardless of the eventual outcome, efforts to maintain the integrity of the businesses downtown should continue, particularly as the envisioned commercial development along U. S. 301 grows.

Pollock Street

While U. S. 301 south of the U. S. 70-A intersection will be discussed later, the recently widened Pollock Street within town justifiably warrants some discussion. Classified as a major thoroughfare, the street is designed to speed traffic flow in town in the north-south direction. But the present existence of a number of va-